



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
7401 Airfield Drive
Richmond, Virginia 23237-2250



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**TO: ALL VIRGINIA WING SENIOR MEMBERS AND CADETS—COMMANDERS
PLEASE POST**

FROM: HQ, VIRGINIA WING

UNIT NEWSLETTER: It is very important that you share this Newsletter with all Members of your Unit. Please review this material at your unit meeting and post a copy on your Bulletin Board so that it will be available to ALL members. (Members can't participate if you do not tell them about coming events). This Bulletin is posted on the Virginia Wing Paperless Website as a PDF document.

Nov 2002

2 Wing Staff Meeting, all members welcome

9-10 CLC at Wing Headquarters

15-17 SARCAP Martinsville, Virginia

REPORTS DUE: (Required by NHQ &/or Wing CC)

5 - Corp. Vehicle Daily Inspection Reports

**10 - VA Wg A/C Utilization Reports due (Including Checks)
Public Affairs Report**

15 CAPF 173 reports due to Wing Hqrtrs.

1. WING COMMANDER: October has been an interesting month. We have had the Wing Conference, which was outstanding; been terrorized by snipers who have finally been captured; and we are on our way to Halloween. Please remember to be safe and watch for trick or treaters. So many have contributed to this bulletin, anything I could say has been said.

2. CHIEF-of-STAFF- The third Monday of each month has been set aside for a Wing Staff Meeting. It will be held at 7:30 p.m. unless otherwise specified.

Virginia Wing Headquarters Staff held the mandated "Safety Down Day" training at the Headquarters building on 21 October. Over thirty Wing Staff members, plus several air crew members from Groups 2, 3, 4 and 5 attended.

Captain Tim Brendle gave a prepared presentation that reviewed some of the recent aircraft accidents from across the nation. His training session was aimed at having the air crew members identify the Safety, Training and Standards & Evaluation issues that were directly attributable to the likely cause of these accidents. The audience participated in the discussion by noting where safety, training and standardization failures became the weak link in the chain of safe operational missions, and suggested how a change to any one of the parameters might have prevented these accidents.

In the second part of the briefing, LtCol Warren Vest presented the training overview of Operational Risk Management (ORM) where it was noted that the main objective is to understand the risks associated with a particular mission or activity, and work to mitigate risks to an acceptable level in all areas of the mission. We must recognize that we cannot eliminate all risk from the missions we

prosecute in support of the organization goals and assignments, but we can understand and reduce risk to a low and acceptable level. He presented a guide that illustrated the steps to use in risk mitigation, and challenged all air crew members to adopt the ORM concepts as a part of all operational missions we perform throughout the Wing.

3. FINANCE: This is a reminder to all units who have had a change in command or change of finance officer since October 2, 2001. According to CAPR 173-1, all units will perform an audit using Attachment 5 as a guideline. Other specific instructions may be found in the regulation under Section 4. A copy of the audit is due at Wing HQ within 30 days after the change.

4. WING NEWS: Visit the VA Wing Web page (<http://www.vawg.cap.gov/paperless/login/htm>) to view, download, and print the new wing supplements and forms. This is a new login sequence so please change your bookmarks accordingly.

The next time you are online at home, log in the National HQ. Pull up your personal record and check all the information. Don't forget to check your area code, phone number, home and email address. Wing Admin cannot change this information for you- you must do it yourself. The information in your record at National is used by the VAWG Paperless website. If it is not correct, you may be missing out.

Wing Directors must return their revised VAWG Supplements and forms to Administration , Lt Col Pat Kennedy by December 1. If no changes are to be made, please notate and return.

History was made today within the Virginia Civil Air Patrol ranks when 14 year old C2/Lt. Timothy P. Genda of the Winchester Composite Squadron became the first cadet in the Commonwealth to solo a CAP glider. Cadet Genda had attended the National Glider Academy this past summer and had worked locally with two CFIG's, Captain Dan Warnick and Captain Jim Kellett on flights prior to his solo. It was Captain Kellett who gave him the official "Go" today and with LtCol. Jim Truxel acting as Air Boss, LtCol. Duke Stanton as Tow Pilot, Captain Rudy Fraterrigo as van tow driver, 2/Lt. Ric O'Donnell and Cadet Genda's father, LtCol. Biff Genda, USAFR (and squadron LO) acting as ground handlers, Cadet Genda was towed aloft to 3000 feet and released on his own. Following a twenty minute period of free flight Cadet Genda made a perfect landing to the whoops and shouts of his family which was also in attendance. As was appropriate, Cadet Genda lost the tail of his shirt which was appropriately inscribed with the date of his solo and signed by those who helped him in its accomplishment. Congratulations, C2/Lt. Tim Genda on being the first!

5. COMMUNICATION- Numerous radio stations have failed to renew their license. All existing stations are permitted to renew, even if they no longer have a NTIA compliant radio. Many stations with expired licenses are squadrons. Once you lose your license, you must have a NTIA radio to obtain a new one. Non renewal will result in recall of practice ELT transmitters and any CAP radios. Please send a VAF 19 to VAWGHQ/DOX, 23 South Berlin Pike, Lovettsville, VA 20180-8502 if you have not already done so. It may also be faxed to 540-822-4732. If you are not sure of your status, contact Bruce Patterson at 540-822-4731

6. PUBLIC AFFAIRS: Please submit articles to the Civil Air Patrol News We invite you to submit articles regarding special events, aerospace activities, change of command, ES missions, cadet program activities, field trips, training exercises...the sky's the limit. Please make sure you include pertinent information using the "who, what, where, when and why" formula and you'll have a good article

7. CADETS: The Cadet Resources website is CadetStuff.org. This website has been developed for cadets and those working with them. Visit the website; send your feedback to CAPSGT@aol.com

The following is submitted by Cadet Clark Jackson of Langley Composite Squadron- "This summer I went to a very physically and mentally straining school. The name was Hawk Mountain Ranger School...At Hawk Mountain we learned to help out our team mates even if they are the hardest to get along with. The first four days were the easiest, we took classes on first aid, how to act on a mission, and survival technique. We also got up at five thirty...and hustled around until eleven at night. If you think school food is bad, try having MRE's for a week, it is worse. The last 3 days were spent in the woods making poncho shelters...testing on knots and medical emergencies... repelling and looking for a lost person. Also, we learned to kill, skin and cook rabbit. Hawk Mountain helped me to become more aware of what I could do... It also taught me the do's and don'ts of search and rescue."

This was only one of 2002 Special Activities. Keep looking for 2003's.

National Cadet Special Activities – Application Process for Virginia Wing

- 1) IACE applications must be at Wing HQ not later than 30 December, 2002. IACE applicants will be interviewed by Wing HQ during the January commander's call. Group interviews are optional for IACE applicants.
- 2) Cadet applicant completes one CAPF 31 for all activities. The applicant submits the CAPF 31 to the Squadron Commander. Applications are to be returned to squadron commanders not later than squadron meetings during the week of 15 – 21 December, 2002. Deadlines will vary base on when each unit meets.
- 3) Squadron Commander must decide if the applicant is eligible for each activity. Use the guidelines established by National HQ to determine eligibility. Review each application for all required signatures and content, rank each cadet from the squadron, and sign all applications. All applications must be at Group Headquarters not later than 30 December 2002.
- 4) The Group Commander reviews each application to ensure it is complete. Cadet review boards will be held by the group commander for each cadet in the group applying for a National activity. Review boards are to be held on 11 January, 2003. The review board should consist of two or three people from the group or wing staff. The review board is to list and rank all cadets applicants using Attachment A. The Group Commander signs off on the rank selection and forwards all applications to Wing Headquarters. Applications must be at Wing Headquarter not later than 20 January, 2003 at 1900.
- 5) Wing Headquarters will review Group recommendations and rank cadets for each activity on 20 January, 2003. Applications will be sent to National Headquarters by 31 January, 2003.

Notes

1. Encampment applications are **NOT** to be mixed with NCSA applications.
2. The ranks must be done by the same person at the same time.
3. Attachment A will be sent to all Group Commanders and Group Cadet Program Officers.

8. PERSONNEL: Please note: even though the current edition of CAPR 39-2 requires you send membership application and money to Wing, it has been superceded. **ALL MEMBERSHIP APPLICATIONS AND ALL DUES, NATIONAL AND WING, SHOULD BE SENT TO NATIONAL HEADQUARTERS.**

There is now a Section on the Virginia Wing Paperless Website to view the status of personnel action requests. Before contacting the Director of Personnel, try viewing this website. Any suggestions to make it more "user friendly" will be appreciated. Contact Lt Larry Evans at 1lt.evans.usaf-aux@datawarp.net.

9. PROFESSIONAL DEVELOPMENT Please advise the Director, Professional Development, Major Roy Davis of any Level one, SLS or CLC classes that you may have scheduled.

A (CLC) Corporate Learning Course will be conducted at VA WG Headquarters on November 9th and 10th. Qualifications for attendance are:

- a. Completion of Level 1 Orientation and (CPPT) Cadet Protection Program Training
- b. Hold a Technician rating in any Specialty Track.
- c. Completion of (SLS) Squadron Leadership School
- d. CAPF 17 completed as required and signed by member's Squadron Commander. (Sqn CC's wishing to attend must have their Group CC sign their CAPF 17.)

Send all CAPF 17 requests to VA Wing HQ, attention Dir. Professional Development. Contact information for Col Stover: jlstover@juno.com Telephone – Wing HQ - 804-743-2220, Monday nights 1930 to 2130 Hours.

10. EMERGENCY SERVICES: Training Plan for FY2003. The Wing's training plan for this coming fiscal year has been approved and forwarded to National Headquarters. The Wing's web site now shows the events as planned for the upcoming year. The first six months are accurate, and the second six months for the upcoming years is accurate to the best of our knowledge. As changes occur, look to the Wing Bulletin for updates.

All ES qualified members are reminded that on Saturday, 16 November, the Wing will conduct a SAR CAP at Martinsville Airport. Group 1 will host the event. Friday, 15 November is designated as a setup day. Sunday, 17 November is dedicated to Mission Aircrew Training under the control of Group appointed Incident Commanders. The Operations Order for the mission has been distributed to Group and Squadron Commanders as well as unit ES Officers. The Alert Order will be distributed this week. There are two areas of the SAR CAP that differ slightly from last year's. First, there will be three separate activities specifically for ground teams. Secondly, we want to emphasize training for mission base staff personnel such as radio operators, ground and air branch directors and incident commander trainees. Any member who has completed Familiarization and Preparatory Training may serve in a training position at the SAR CAP and count that training toward the advanced specialty rating. Members are encouraged to notify the incident commander for this exercise, Lt Col B. Don Johnson, to arrange to have a qualified instructor/evaluator for the specialty rating sought. Remember that your commander must sign 101T cards and Familiarization and Preparatory Training must be completed prior to receiving evaluations during a training mission.

The recent change to CAPR 60-3 requires the Wing to change its ES Policy Letter addressing ES specialty ratings. This has been completed and the new regulations have been forwarded to National Headquarters for approval. Final draft copies have been distributed to unit ES officers. If you are a unit ES officer and have not received the new policy statements, you should notify the Wing ES officer so your name can be added to the distribution list.

The Wing now has twelve members who are eligible to teach SET at the unit level. Each Group has at least two of these members. The class is about two hours in length at the most. Members who wish to train on ES tasks must have received SET training. Members who wish to evaluate ES tasks must be approved by the Wing Commander and have their CAP Form 101 so annotated. The National Headquarters web site also contains the material needed to take the test for SET, though members are encouraged to attend one of the unit classes and participate in discussions about implementing the ES training program.

On 18 January, the Wing will sponsor Scanner Familiarization and Preparatory Training hosted by Group 1, probably at Newport News Airport. The training is a Wing funded event. Each Group will

have at least two allocations to attend. The objective is to provide at least one qualified member in each Group with training materials and expertise to conduct the training within each Group. Applications on CAP Form 17 should be sent my mail through the Group Commander to the Wing ES Officer. Class size will be limited.

11. OPERATIONS: NOTICE-The Monthly Aircraft Utilization Report, VAF-13, the CAPF 99, Flight Logs and any monies due Wing must be in Wing Headquarters by the 10th of each month. A FAX will not be accepted unless specifically directed by the Director of Operations. The following Course will be available for Pilots of the Virginia Wing.

There is a new CAPF 108 dated Oct 02 that has been distributed to each squadron. Please start using this updated version as soon as you receive it. The form has been modified to allow for certification by the Liaison Office.

National Check Pilot Standardization Course that was scheduled for the month of October has been postponed until 11 January 2003. More information will be forth coming.

Cases of aircraft engine oil are being stored at Wing Headquarters for use by the Squadrons with aircraft. Aircraft custodians can arrange to pick up cases of oil to be used for maintenance of planes. A check out sheet is posted in the shed to be filled out when you pick out oil. Give to Admin Assistant so oil can be ordered when needed.

12. SAFETY- The issue of the missing safety reports due in the year 2002, discussed in the Sept/Oct newsletter as well as in specific messages from the Wing Commander, remains with us, and it is getting more critical as time passes. In addition, of course, the third quarter safety report is due, as well. Please heed the seriousness with which the missing report problem is viewed and provide all reports to the Director of Safety as quickly as possible.

More safety items at end of bulletin.

13. AEROSPACE EDUCATION- The third quarter reports were due by the end of October. I received them from six squadrons. If we expect to do well in the Aerospace Education area of the Inspection next year the squadron AE officer must send in the required reports. If there is no AE officer in your squadron, the Commander automatically becomes the AE officer. The report can be on the AE Activity report form or in paragraph form. If you write in paragraph form be sure to include how many are working on the 215 track and where they are; how many seniors in your unit have passed the Yeager; and how many, if any, AEMs have been recruited and joined CAP via your unit activity.

Next time you are at Wing Headquarters look in the glass case under the counter and see all the materials that are available for your unit to borrow for an AE activity or program. This material can be borrowed for a period of one month, in order to do so your Group Commander must sign for them in the Wing Office.

14. TRANSPORTATION

Proper tire inflation is important because under inflated tires cause unnecessary stress, wear, and can cause loss of control of a vehicle. In fact, improper inflation is a leading cause of tire failures while driving. According to recent studies, nearly half of all vehicles on the road have at least one under-inflated tire, and tire inflation is blamed for hundreds of accidents each year. Taking the time to make sure your tires are properly inflated can significantly reduce the risk to you and your family of tire failure while driving.

How can I tell if my tires are properly inflated? Is looking at the enough? Absolutely not, in fact, your tire can be at half the recommended level of tire inflation and still appear to be perfectly normal. Always check your tires with a tire gauge.

The best time to check your tires is first thing in the morning. The heat created from driving increases your tire's air pressure, so to get an accurate reading, you should always measure tire pressure when the car has been unused for at least three hours.

When tires get too hot, the risk of tire failure increases. Excessive speed, under-inflation or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure. When the weather is hot, these problems are made worse. In addition, warm weather causes the air pressure in your tire to go up 1 to 2 pounds for every 10 degrees of temperature change. That's why paying attention to proper tire inflation is especially important during the hot summer months.

When the weather turns cold, your tires lose air pressure. For every ten degree drop in temperature, your tires lose 1 to 2 pounds of air pressure. So you need to add air to compensate for this loss of air pressure.

Overloading your vehicle puts extra strain on your tires by creating excessive heat. Excessive heat can cause tire failure, especially during long trips. In addition, excessive loading causes the tires to expand which can lead to increased tread deterioration, another cause of tire failure. Tire failure on the highway can lead to serious accidents.

Before hitting the road, make sure to check your vehicle's loading recommendation. This information can be found on the vehicle information placard on the door post, or in the owner's manual. Then figure out the total weight you're loading. And as you load up the trunk and roof rack, remember you and your passengers count towards the total recommended vehicle weight.

If there are any questions regarding this report, please contact, via email, capnurse@militar.com or ccranford@vcu.edu. Chuck Cranford, VAWG/LGTM

15. GLIDER PROGRAM—"Senior Glider Day", devoted to just seniors, will be held at the Winchester Airport on Sunday, 3 Nov. and Dec 1 beginning at 1300. It will be used to provide Form 5 flights for glider pilots that require it, proficiency flights for glider and tow pilots, and for orientation rides for any other seniors who so desire. Required personnel are Air Boss, van driver, wing walker, tow pilot and glider pilot. Other personnel who are attending to fly or tow may be used in ground operations if required. Lt Col Duke Stanton will serve as Air Boss, Col. Joe Vasquez will serve as either or both tow/glider pilot and Lt Col Jim Truxel will serve as van driver/FRO. Except for Form 5 flights with a mission number, all other tows to 3,000 feet will cost \$25.00 for the individual for whom the flight is desired, whether glider proficiency, tow proficiency or just joy riding by a senior who desires to experience the joy of soaring. Checks only, made out to "Civil Air Patrol."

Seniors who desire to participate in the glider operations on these days are directed to email Lt Col Stanton at <stanton@visuallink.com>. A cutoff date for the November Glider Day will be NLT 1900, 31 Oct. If sufficient personnel do not apply the Senior Glider Day for Nov. it will be canceled and a notice to that effect published on the VA Info page.

My name is Capt. Greg Cromer, and I am the new Glider Coordinating Officer (CGO) for VAWG CAP Glider Operations at Winchester Regional Airport. The CGO's duties are to schedule glider operations for interested squadrons... and to assure proper ground crew is scheduled for each sortie. All this is to be updated and documented on the glider schedule website:

<http://www.geocities.com/gliderschedule/> With that said, I'm putting out an all-hail for several reasons

I'm requesting ALL Deputy Commanders for Cadets or Squadron Commanders please send me their contact info ASAP (Name, Evening or Cell Phone, and Email). If you wish to appoint a different person to serve as POC for scheduling glider operations for your squadron, please send me their info as well. (Must be a senior member). Also, please tell me the current number of cadets in your squadron. I'll contact you quickly about scheduling dates for November and December. First come first served!

Attention ALL SENIOR MEMBERS who would like to get involved with the glider program:

I invite you to take the Wing Runner's Course. A direct link is now conveniently located on the Glider Schedule Website. (It's on the National Website, but it's buried so deep, you'll need a Sherpa guide to find it.) I'll be putting out a call for ground support help if we ever need more seniors to cover the required duties. This will really help the smaller or far-away squadrons. I encourage you to support VAWG's cadets on a sunny Saturday Afternoon whenever you can... especially if you live fairly close to Winchester. It takes 4-6 seniors in addition to the glider pilot and tow pilot every time we fly.

Aerospace Education Officers! Please make sure you and the cadets in your squadron have taken the Wing Runner's Course. It will really help with safety issues if everyone involved is familiar with Glider Operations before showing up for their day.

Pilots! Capt. Fred Hayman is the one you want to speak with if you wish to be checked out for Tow Pilot, or Glider Orientation Pilot. If you're qualified as a Powered Orientation Pilot, we will try to combine power and glider orientation rides so we can maximize the potential of our Saturday operations and keep our cadets in the air as much as possible. We may even explore the possibility of using CAP airplanes to transport cadets to Winchester from distant squadrons... so be sure you make yourself, your interest, and your qualifications known as these plans come together. Contact Capt. Hayman at FHayman@aol.com.

DCC's: Please announce the following 2 paragraphs at your next cadet meeting: Cadets! 5 Free Orientation rides are only offered up to your 18th Birthday. If you've recently turned 17, make sure your Squadron DCC or Commander knows that you're going to "age out" soon... and they'll likely put you on a higher priority for glider flights. Otherwise, you CAN still fly once you turn 18... It'll cost you just \$25 per flight. Seniors, same offer for you! Except that you have to come out and help on the ground first! :-)

Of course, once you fly the glider you'll likely be hooked! But you don't have to let it stop after the 5 Orientation Rides. Plan to go to a National Glider Academy. Cadets can earn their solo rating in the glider at 14... but they MUST attend a Wing, Regional or National Glider Academy FIRST! Virginia Wing had 2 cadets attend this summer's academy in New Mexico... and we've already scheduled some extra weekday flying times for them. How many Virginia Wing Cadets will attend next year????

I'm looking forward to working with all the squadrons to fly the glider this year. If you have any questions or suggestions, feel free to email or call me. Happy soaring!

16. CHAPLAIN/CISM- CISM will be a new term for many. It stands for Critical Incident Stress Management. The Virginia Department of Health, OEM is offering basic CISM training providing the core elements of a comprehensive, systematic and multi-component crisis intervention curriculum. This training meets the requirement by CAP for membership on a CISM team. The dates and places for training are: Nov 23-24 Gloucester area; March 8 -10 Fredericksburg area and Mar 20-21, '03 in the Radford area. We are looking for new members for our team and this is a rare opportunity to receive the needed training. Cost is only \$10. Contact Mary H. Bronson at 540-667-8194 for questions regarding the team or training.

Dec 2002

7 Wing Staff Meeting; all members welcome

REPORTS DUE: (Required by NHQ &/or Wing CC)

5 - Corp. Vehicle Daily Inspection Reports

10 - VA Wing A/C Utilization Reports due (Including Checks)

- Public Affairs Report

TERRY PICHA, 2d Lt, CAP
Administrative Assistant

Newsbreak

Byrd Field Squadron at New Kent County Airport - Members have been busy with work on their "newly refurbished" squadron building. They have received donations of building materials (flooring, carpet, appliances) and have held "working weekends" to help with the installations. They also participated in another Young Eagles event in New Kent County, plus Family Day at the VA Air National Guard.

Clinch Valley Composite Squadron- We would like to congratulate SM Warren Sikes for becoming our first Check Pilot. He passed his check ride with "Flying Colors" and we are glad to have him.

Danville Composite Squadron- 11 cadets and 6 senior members traveled overnight to Seymour-Johnson AFB in Goldsboro, NC to see the "WINGS OVER WAYNE" USAF Air Show. The group left on Saturday afternoon and camped overnight at Rock Ridge Campground in Sims, NC enjoying dinner cooked by the seniors. The group traveled Sunday morning to the Air Base and spent the day enjoying the excellent air show. Some of the aircraft on static display included the B1 Bomber, F15 and F16, Harrier, A-10, C-17, C-141 and KC-135 jets. There were also static displays of many different propeller aircraft and the Goldsboro Composite Squadron's C-172. The cadets successfully built and launched their rockets this past month obtaining their rocket patches.

Two cadets and 1 senior participated in the Wilderness FTX at Fort Pickett last month.

1LT Mark Evans, AEO for the Danville Composite Squadron has been accepted as a TAC Officer for VA Wing 2003 Encampment.

The Danville Composite Squadron hosted a safety seminar and presented those topics of safety as per the Wing Commander's directive, October, 2002. We had over 50 pilots and guests attend. Guest speakers included LTC Lee Younger of Group IV, COL Charles Glass, MER Vice-Commander, and our primary speaker was CPT D. Robert Nesselroad, CFII. CPT Nesselroad is the Senior Flight Instructor for Averett University's Aviation Program and presented an excellent program on Stalls and Spin Awareness. The program was accepted as a WINGS Pilot Proficiency Program by the Richmond, VA FSDO and all pilots in attendance qualified for a WINGS Certificate.

Sherry Garrett, local weatherperson for Danville radio and TV presented an excellent weather program to the cadets as part of their Aerospace Education Program.

Fredericksburg Composite Squadron- Seventeen members of the Fredericksburg Composite Squadron attended the VA Wing 2002 Conference held at the Koger Holiday Inn South, Richmond, VA on 04-06 October. The following members were honored: Lt Col Douglas Dudley was presented the Meritorious Service Award and the Paul Garber Award. Lt Col Glen Davis, Sr. was presented a Commander Commendation for his work with CLS and the GSAR Institute. Major Frank Haas, Capt Nancy Davis, Capt Martin Smith and C/2d Lt Clifton Pleasant were each presented with a Commander Commendation for their involvement with the National Boy Scout Jamboree 2001. Capt Hope Reisenwitz was presented with the Unit Public Affairs Officer of the Year Award. C/Major Steve Zaborowski was presented with a Commander Commendation for his leadership role as Cadet Encampment Commander at the VAWG 2002 Summer Encampment. Most notably, C/Major Zaborowski was presented with the distinguished honor of Cadet of the Year Award. His father, Lt Col Frank Zaborowski, was named Mentor and presented with an award. The entire squadron was recognized with a Commander Commendation for being Mishap Free.

Squadron members were involved in the community on several occasions throughout the month. Capt Hope Reisenwitz, SM Renee Pleasant, SM Richard Pleasant, C/2d Lt Clifton Pleasant, C/MSgt Julia Reisenwitz, and C/Basic Asia Pleasant assisted Dave Reisenwitz with the SMV/VAWG CAP exhibits at the State Fair of Virginia. On 05 Oct., 2Lt Greg Martin, C/2d Lt Clifton Pleasant and C/A1C Rebekah Fulton presented a "How Not to get Lost in the Woods" workshop to 70 plus Girl Scouts and adult leaders which was greatly appreciated. On 11 Oct. Lt Col Glen Davis, Capt Nancy Davis, 2d Lt Greg Martin, 2d Lt Rance Rupp, and 2d Lt Mike Burkhardt responded to a call from the

Rappahannock Area Chapter of the American Red Cross to assist with the Red Cross Canteen set up in support of the crime investigation of the Massaponax Sniper Attack earlier in the day. The operation served 70 some emergency workers and crime scene investigators. This is an example of our squadron members being prepared to carry out our Homeland Defense mission.

Hanover Composite Squadron-- has welcomed 2 new senior members. Their meeting place is back in Ashland at the Henry Clay Elementary School, and will be there through mid-June. Members continue to hold successful simulated shuttle launches at ECPI (Innsbrook).

Holston Valley Composite Squadron-On Oct 12, 2002 five cadets of the squadron received powered orientation rides at Virginia Highlands in Abingdon Virginia. Cadets flew in a C-182 courtesy of Maj. Bill Lane and 1 Lt. Saltgaver of the Kingsport Composite Squadron of Tennessee Wing and in the C-172 assigned to Tazwell piloted by SM Sikes of the Tazwell Squadron. Three senior members were trained to do the paper work for this activity so the squadron can fly more. During the Orientation Flights SM Banks Garrison completed his Level 1 Orientation Course and Cadet Protection Policy. Members present from VA Wing where Major Robert Dorton, Capt Charles Tyhurst, 2d Lt Francis Tate, TFO Justin Adkinson, SM Sikes, SM Banks Garrison, C/SMSgt. Jared Tyhurst, C/MSgt Justin Yurong, C/SSgt Sikes, C/SrA Charles Marsh, C/A1C Will Garrison. TN Wing members present where Maj Bill Lane and 1Lt Saltgaver.

On October 5, four members of the squadron participated in the VAWG Annual Conference. Squadron Commander, Maj Robert Dorton and Deputy Commander Capt Charles Tyhurst both received their Loening Awards from the National Vice Commander. Congratulations!

As of this writing, we are also congratulating Major Robert Dorton on his promotion.

Langley Composite Squadron-Congratulations on the following cadet promotions:

Kenneth Washington, C/SMgt, Maria Miller, C/TSgt, Kevin Welsch, C/SSgt, Christopher Gates, C/SMSgt; Joshua Shackelford, C/Amn; Cynthia Hall, C/Amn; James Osborne, C/A1C; Charles Brock, C/TSgt; Donald Carter, C/Amn; Amy Yoder, C/Amn; Anthony Mascaro, C/SSgt.

The squadron Model Rocketry Course was held on 14 and 21 September.

A Special THANK YOU to Capt Shidisky who planned, organized and taught the course. A thank you also to C/SMSgt Kenneth Washington who assisted Capt Shidisky in all aspects of the course.

The following cadets completed and passed the course: Anthony Mascaro; Kevin Welsch; James Streams; Donald Carter; Ryan Douglas; Patrick Griffith; Charles Brock; Joshua Shakelford; and Nick Boeser. At least 9 cadets had O'rides in Sept.

On 30 Sept, 14 cadets and 2 SM's had a tour and briefing of AFRCC.

Welcome to new Senior Members Robert Carey, father of Cadet Joshua Carey; and Mr Donald Emmett, a sponsor member and grandfather of Cadet Jonathan Hildebrand.

Langley Composite Squadron was represented at the Annual Wing Conference by 3 SM's and 8 cadets. Good work and congratulations to the cadets who participated in the impromptu speech category: Charles Brock; Kenneth Washington; and Christopher Gates. The following Color Guard Cadets were presented Commanders Commendations: Maria Miller; Christopher Gates; Charles Brock; and Adam Jaynes. Capt Charlene Shidisky was presented a Commanders Commendation for her work with the Color Guard. She also received the Unit Supply Officer of the Year Award--for the fourth year in a row. The Squadron received a Certificate of Achievement for one year Mishap Free.

LtCol Monica Richardson was awarded a Certificate of Service for her 40 years in CAP.

Two squadron cadets who were not at the conference received Commanders Commendations: Stephen Henderson for his help with the Boy Scout Jamboree, and Jasmine Stump for her work as a member of the Color Guard.

Martinsville Composite Squadron- Three members attended the VA Wing Conference in Richmond. The Squadron held its Safety Down Day on 10/14 with a large turn out. Our Cadets built rockets and

did some launches on 10/04 toward earning their own rocketry badges, more launches to come as day light permits. Cadets also started building an R/C glider from a balsa kit that was provided by one of the senior members, this should keep them fairly busy throughout the winter months.

Minuteman Composite Squadron- Under the watchful eye of Capt F. Bazio, USN Ret Culpepper Regional Airport Manager, VAWG Vice-Commander Lt Col Vest, the Minuteman Hanger was moved from the SW corner of the field to its new temporary home in the NE quadrant. This all-day effort was completed safely with the help of Lt Col Kenkel, Lt's Long, Diaz and McCormick and Major Scull. Thanks to everyone involved for working out the issues of location, safety and our new hangar neighbors. The hangar combination remains the same, and pilots should contact Major Scull or Lt Col Kenkel with any questions prior to scheduling 326 after 1 November.

A successful recruiting effort was held at the Culpepper Air Fest on October 12. Thanks to the VAWG Drug Demand Reduction display, courtesy of Lt. Larry Evans, we received a great deal of interest in our squadron.

Norfolk Composite Squadron welcomed three new cadets in the month of Oct. We congratulate Cadet Johnathon Fredericks on his promotion to C/Lt Col. In order to give more experience to our members, Thursday Oct. 24th we presented a "table top" mission for our Squadron - we sent 2 ground teams on an ELT search and had practice air missions with the aircrews having to plan their sorties and all related paperwork/activities from Admin to Communications. Everyone had a great time and learned more about mission operations.

Roanoke Composite Squadron- Congratulations to some of our members on their promotions: C/SMSGT Tim King, C/MSgt Jonathan Assaid and C/A2C Daniel Bessett, Joshua Lawrence and Mitchell Ress.

On September 11, our Color Guard participated in the Commemorative ceremony at Roanoke Valley Christian School

We have a new mission scanner in our squadron SM Wendell Beale and also Lt Col Doug Kabler earned his Senior Communicator Badge.

Newport News Composite Squadron- is pleased to announce the appointment of our new squadron commander, Mike Portanova. Mike has been with us for ten months and in that time has become not only one of the most active members of our unit, but one of the most active and highly respected members of Virginia Wing. Bringing his considerable experience as an amateur radio operator to CAP, Mike quickly earned a Communications Unit Leader rating and was appointed to the positions of Group 5 Communications Officer and Deputy Director of Communications for Virginia Wing. He has also earned scanner, observer, and urban direction finding ratings that he employs on frequent exciting midnight missions. Additionally, Mike is a rated pilot and is actively pursuing mission pilot training. We thank both the Wing and Group 5 commanders for officiating at the change of command ceremony.

The Squadron is also pleased to announce several awards and promotions. Our outgoing commander, Ty Calderwood, was recognized at the Wing Conference with the Commanders Commendation Award for his service in our unit. C/Maj Steven Sheridan and C/Capt Jonathan Gayfield were granted the Solo Award. Congratulation to the following cadets on their promotion: C/Airmen Kirk McCullogh and Edgar Holloway; C/TSgt Kenneth Douglas and Robert Ragsdale; C/MSgt David Petkofsky and Anthony Taylor and finally C/Major Steven Sheridan. Congratulations to all for your hard work. It pays off!

Southside Composite Squadron-- An Awards Dinner was held recently where every squadron member received a promotion and/or award. Other events include help with Family Support at the VA Air National Guard, along with assistance at the recent EAA Fly-in.

West Richmond Cadet Squadron - introduced 3 new Senior Members: Paul Graf, Robert Nalette and David Fontenot. Cadets got to participate in glider rides recently. Capt John Payne received a Commanders Commendation for his participation during this past summer's Cadet Encampment.

Winchester Composite Squadron- At the Annual Virginia Wing Conference held on 4-6 October, the Winchester Composite Squadron was named the "2002 Squadron of the Year," and Lt Col Duke Stanton, Squadron Commander was named the "2002 Senior of the Year." Among other awards for the squadron were a Unit Citation and a Safety Merit Award. Individual Commander's Commendation's went to LtCol. Stanton, LtCol. Kilbourne, Capt. Rudy Fraterrigo, Capt. Mike Bronson, Capt. Greg Cromer and Capt. Fred Hayman. Cadet 1/Lt. Chris Kosko won the Cadet Advanced Speak off Contest and C/TSgt. Kelley Bronson won the Cadet Basic Speak off Contest. Elvis made an appearance and introduced a potential new flight suit for the CAP which no one hopes they will adopt. He did not sing. Thank goodness!

On 5 & 6 October the Winchester cadets and seniors provided support for the EAA fly-in at the Winchester Airport.

Forty-four cadets, seniors and family members of the Winchester Composite Squadron visited the United States Naval Academy on 12 October. They had lunch with the midshipmen and then participated in the parade to the stadium to watch the Navy vs. Rice football game. A grand time was had by all.

The Winchester Squadron exercised and refined operations with the newly installed take-up reel on the Maule at its first debut on 19 October. Everything went smoothly and according to all concerned it is a welcome addition to the glider program.

Congratulations to C/Capt. Chris Kosko who was promoted to his present rank on 24 October. C/Capt. Kosko is the Cadet Commander for the Winchester Composite Squadron.

MEMORANDUM FOR ALL FLIGHT AND OPERATIONS PERSONNEL IN VIRGINIA WING

Subject: Safety

1. South Dakota Wing has been suspended from **ALL** Air Force assigned missions and all corporate missions because of a compromised safety program.
2. Virginia Wing is in the midst of a CAP wide flight stand down to bring **Safety** to the forefront of all our operations. This is a very serious business. In the last months CAP has had a number of fatal and non fatal mishaps some of which maybe attributed to a lapse of safety standards.
3. When a manufacturer builds an aircraft the manufacturer puts limits on the operation of that aircraft to keep the flight operations from destroying the product. This can be called the absolute flight envelope. Picture a horizontal line on a piece of paper with a vertical line at each end. This space between the vertical lines is the manufacturers design envelope or limits. The FAA puts their limits as to operations inside the manufacturer's limits to give a margin of safety to the flying public. These limits are more restrictive than the design limits. The envelope is now smaller. CAP puts further limits on and reduces the envelope more. Individual pilots usually put their own further limits on and try stay within their own envelope. The closer you are to the center of your envelope the safer your operation.
4. The same rules apply to judgment. The individual pilot's judgment should be much higher than any standards required by CAP, the FAA, or your own peers. The rules of CAP and the FAA are floors and ceilings to judgment. You should set your own envelope. You should strive to be in the middle of your own envelope even staying away from either edge of this individual limit.
5. At the bottom of every page of the airplane manuals of one of the major airlines was the statement "Nothing in this manual supersedes good judgment on the firing line." There are a number of additional sayings in the flying business, most hoary with age but even more valid today. Think of each one and what it means and how you can protect yourself in various situations. The air even more than the sea is terribly unforgiving of mistakes. The closer you are to the center of the judgment or operations envelope the more room you have to correct errors. Never run around airplanes except from them when they are on fire. Take your time in aviation. Nothing is happening that fast that you can not take into account all the factors involved. Walk around, don't run, don't allow any one else to run anywhere near airplanes. Take your time in planning sessions, preflight, doing check lists, even flying and especially in emergencies. Nothing happens that fast that you can not take the time to do the job right. You never have to be anywhere in a airplane. Yes the English is bad but the meaning is absolute. We are not in combat. If any part of the flight does not look good, don't fly. This may be the weather, the way you feel, the condition of the airplane, any alarm bell in your head, or gut feeling you may have that says do not go. We do not give any awards for getting to a destination against all odds but we do give kudos for saying, **No, things are not right.** The pilot in command is the absolute determiner of flight operations in the aircraft you are flying
6. Use all means at your disposal to help make decisions; the IM SAFE statement, the Aeronautical Information Manual, Aircraft Pilots Book, many books on flight safety, Flight Service Station personnel, other pilots, and attended safety and flying seminars when available. Listen to what the Observer, Scanner, or passengers in your aircraft have to say. They may have seen or heard something you did not.
7. **FAR 91.3 Responsibility and authority of the pilot in command.** (a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to the operation of that aircraft. This is the first statement in part 91 "General Operating and Flight Rules," after stating who the rules are applicable to and where they apply. It is the first rule as it is the most important. It gives the pilot in command absolute authority in that aircraft. As a pilot the responsibility is **yours**. It comes with the territory. Use it wisely.
8. Mishap prevention is error trapping. Stop errors prior to any error becoming part of the chain of events that leads to a mishap. **The pilot is the last defense in error trapping.** When an error gets by the pilot the chance of a mishap occurring increases dramatically.

ERIC R. LITT, Lt Col, CAP
Director of Operations

REED S. VAUGHAN, Col, CAP
Director of Safety